



Light Rail Safety and Standards Board Terms of Reference


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LIGHT RAIL SAFETY AND STANDARDS BOARD TERMS OF REFERENCE

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1. Light Rail Safety and Standards Board Terms of Reference

1.1 By developing systems to aid in the management of risk, and standards which offer guidance to its members, the LRSSB will encourage the delivery of improved and safer light rail networks for the benefit of stakeholders and customers.

We will do this by.

- Developing and codifying standards for the use of all light rail networks by providing support to the member groups in developing standards (by using an approved and agreed process) for ratification and posting on a standards library for the benefit and use of all members.
- Supporting the delivery and ongoing operation/maintenance of light rail systems in the UK and abroad (where possible) by offering guidance and systems to help manage risk and by reviewing industry dissemination of information and `lessons learned`.
- Managing and assisting in the collation and analysis of industry safety and risk data (including accident and near miss reporting) and providing a platform to help lower the level of risk in the member networks by sharing best practise and benchmarking data.
- Reporting of industry safety performance on an annual and interim basis for the benefit of duty holders, including the publication of completed projects, those in progress and any associated gaps or weaknesses.
- Develop and maintain constructive relationships with other light rail jurisdictions worldwide to facilitate the gathering of data and learning points from worldwide industry partner organisations, in terms of incidents and accidents and to ensure best practise advice is shared whenever possible for potential benchmarking.
- Providing a forum for each member company's (operators, owners and authorities) appointed Safety Lead to meet and share information in a structured manner.
- Assisting members in acting upon ORR/RAIB future recommendations and where possible provide guidance and solutions for members and duty holders including guidance associated to highway standards.
- Providing oversight to the ICP role and accreditation of ICP`s.

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2. Scope and Remit of LRSSB Role

- 2.1 The Light Rail Safety & Standards board (LRSSB) has been created to provide expert support to the light rail industry of the British Isles driving sustainable improvements in safety and efficiency of the tramways and light rail systems.

3. The Board of LRSSB

- 3.1 The board of LRSSB is responsible to the current and future duty holders (operators, owners and authorities), UKTram (LRSSB is a subsidiary company) and other stakeholders but predominantly DfT (as part funders) and ORR.

The Primary Functions of the Organisation are:

Risk analysis, informing industry decisions and sharing best practice

- 4.1 It is vital for all duty holders to be able to have visibility of their risks and the precursors to those risks being manifested. We will develop a risk model for use by all duty holders, which will be capable of monitoring current risk profile and identifying trends for attention. The model will also be able to present an industry wide view of risk and benchmark across networks.

Codification of standards and guidance

- 4.2 LRSSB will lead and project manage the development of standards and guidance and will be the custodian of these standards and guidance for the UK. LRSSB will develop a Standards Library for use by all duty holders which will contain standards and guidance developed by the duty holders (signed off and accepted by LRSSB and reviewed by ORR) and other relevant tram and safety bodies, to include the identification of gaps within standards.

Disseminating good practice

- 4.3 By establishing good relationships with other light rail jurisdictions worldwide. We will be able to share information and potentially benchmark across networks outside the UK for added benefit to duty holders. Additionally, by collaborating with other industry safety bodies, we will be able to take advantage of lessons learned elsewhere, and vice versa, which may have implications or benefits to our duty holders and those in other industries. In turn this will enable work to lead from existing industry standards in addition to UK tram/rail standards.

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Supporting light rail innovation in safety related areas

4.4 We will encourage and support innovation to improve tramway safety on behalf of duty holders. This work has already started in response to the Sandilands report. LRSSB will initiate and commission research relevant to its members for the benefit of member organisations with potential commercial benefit in the wider industry field. LRSSB will also monitor relevant international research programmes to ensure the benefit of any lessons learned.

Safety accident and near miss reporting, collation and analysis

4.5 The collation of data regarding safety incidents will allow us to identify common issues and better inform our risk analysis. We will adapt the TAIR system and give free access to all duty holders for collation of data, and use alongside the industry risk model

Reviewing industry dissemination of information and `lessons learned`

4.6 Through the Heads of Safety Group and other UKTram groups we will be able to review and assess value for duty holders of any information disseminated throughout the industry, and ensure any useful guidance or lessons learned are distributed across all duty holders.

Oversight of competent persons and accreditation

4.7 LRSSB is uniquely positioned to be able to develop accreditation standards for Competent Persons and certify them as such. The LRSSB will examine the certification of Independent Competent Persons, within the Light Rail sector with a view to formalising a training syllabus and accreditation/certification granted via competency-based assessment and monitoring.



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